

The

January
2006



Trainmaster

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



Pacific Northwest Chapter Timetable #522

Membership Meetings: Jan 20, Feb 17, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

Programs at Upcoming Meetings:

- January 2006 – Ed Immel will present China in Steam

Board of Directors Meetings: Jan 12, Feb 9, Room 208, Union Station, 7:30 PM

Lending Library: Jan 21 & 28, Feb 18 & 25, 1:30 to 4 pm, check-out subject to loan agreement.

Notable Non-Chapter Events:

January 21st, 10 AM to 3 PM, SP&S Historical Society Swap Meet, Airport Holiday Inn, Portland

Attention: CAR HOSTS

I would like to express my appreciation to all the car hosts who were kind enough to brave the elements on the O.R.H.F. trips. You all did a great job under some difficult circumstances, especially those who served on Sunday the 18th PM. Thank you all! Darel Mack Car Host Manager

NATIONAL RAILWAY HISTORICAL SOCIETY BOARD OF DIRECTORS MEETING SAN JOSE, CA NOVEMBER 6, 2005

The meeting was opened by President Greg Molloy, followed by Invocation given by RVP Bob Terhune. The meeting was continued by Secretary Barry Smith who mentioned some corrections to the minutes of the July meeting. These were then passed. Then Smith named the five new Directors to represent the At Large Members, and also six new Alternate Directors. Barry announced that there were copies of letters in the back of the room that delegates should get. The letters explained the allocation of weighted votes to Chapters in accordance with the recent By-Laws change.

Next Greg explained the procedure for the election of new officers and Regional Vice Presidents, and read names of the candidates. A motion was passed to elect all the named Officers. Greg then asked for the National Directors from the Central Region to vote for one of the two candidates for RVP. It was announced that the position went to Al Weber. This was followed by Greg making several Presidential Appointments. He authorized them to make appointments for assistants as needed.

Greg continued by giving his Presidents Report. He began by thanking the Central Coast Chapter for hosting this Board of Directors meeting. The Chapter had a good program and worked out suitable arrangements and excursions. He continued by explaining a recurrent need for volunteer help in programs at the National level. There are too few people trying to do too much work. Some of the volunteers that are helping now are aging

or troubled by ill health. This results in schedule delays and the inability to make improvements. He urged volunteers to step up and help. He recognized the need to balance the role between Chapters and individuals. Chapters should continue to be the backbone of the Society. Some Chapter Newsletters have been printing errors, and may not mention any National activities. Other areas of concern are the lack of sponsors for the Board Meeting locations and Conventions. The Society will manage the 2006 Convention without a sponsoring Chapter. There are some individuals that are volunteering to help with plans without any Chapter participation. Greg asked the National Directors to communicate these National problems to the Chapters. The Society needs to recognize the large pool of At Large members who have valuable talents. Some questions have been asked about contracting out certain work. His answer is that funds are not available for that, nor are there enough volunteers available to supervise the work being contracted out. He is continually struck by the shortage of Chapter involvement. Many Chapters have never sent a National Director to a Board Meeting, nor have ever responded to inquiries from National. No Chapter has yet stepped forward to volunteer to host the 2007 Convention, or Fall Board Meeting. There are 179 active Chapters in the Society. At three Board meetings per year, each Chapter only has to host one every 59 years. What do we need to do? #1 Bring more volunteers, #2 Have a more positive and active roll for the Directors in the Chapter, #3 Broaden the roll of the At Large membership. 18% of the membership is in the At Large category. They have never been invited to be involved in the Society. We are looking at ways to solve that problem.

The meeting continued with reports from the Officers. First, Jeff Smith, Editor, National Railway Bulletin. Issues #3 and #4 have been mailed. He anticipates that #5 will be on his desk when he returns and should be out in early December. The Yearbook for 2004 which will bear the date 2005 is in the final stages of production and should be out by the end of the year.

This will be the first issue in the 8 1/2 x 11 format. The instructions for activities for the 2005 yearbook should be in the next NRHS News Extra.

They will be similar to the past years. Deadline will be March 15. He is attempting to get the Yearbook back on schedule. Membership Records. Jeff explained some problems with the printer which are being resolved. The invoices will have the primary members number. Chapters will receive two mailings similar to last year. The first will contain the dues invoices. The second will contain the forms necessary to process the information. Several members are working to update a new membership record system.

Target date for completion is Sept. Next Bob Heavenrich, Comptroller, explained the financial statements that had been handed out. The Society is having a good year. Membership income is down, but donations are doing well. Some Chapters have been awarded grants, but have not come forward to claim the money.

Jim Lilly, Director Internet Services, announced that the web site has been in maintenance mode for the past year. He appealed for any information he can publish. He asked the National Directors to check the web site and inform him of any needed corrections. Robert Ernst, NRHS News Extra Editor. He expects the next issue to be published sometime in January. Chapter Newsletter Editors can copy anything for their own Newsletters.

David Baniewicz, Asst. Emblem Sales. He announced that the new denim shirt with the NRHS logo is now ready for sale. Due to a mistake by the shipper, he did not have items at the meeting but would ship them P & H free for those who ordered then. Wes Ross, Operation Lifesaver, encouraged Chapters to get a member trained to make presentations. There is no cost to the Chapter for this service. Joseph Maloney, Membership Awards, is working with Lynn Burshtin and Larry Eastwood to complete the 2005 awards. He will take over for 2006 awards. Ed Graham, RVP Meeting, discussed the need to get the NRHS News to members on a timely basis. They agreed to continue the NRHS member discount program at selected rail activities. They discussed the roll of the Chapters in the future of NRHS. Greg Molloy thought the Chapters are the backbone. Lynn Burshtin, Office Manager, said copies of the National Activities Reports were available. She

offered help to any who needed it. She thanked Jim Lillie and Jeff Smith for their assistance in the membership records transition.

RailCamp, Barry Smith, There were 24 students at this years RailCamp, 3 of whom were girls. The cost for running the program probably overran the receipts they get for each registration (\$750). This was due to the costs incurred every time the Park Service participated. He had been contacted by two former RailCampers recently who reported the great value of the training to them. The 2006 RailCamp will be held July 9-15. Greg Molloy, Promotional Membership. Greg reported that Jim Andrisen was unable to attend, but he is continuing his efforts at discount memberships and advertisements in rail publications. Student Photo Sessions, Barry Smith, this was a highly successful endeavor for the Cumberland Valley Chapter, the Society, and Trains magazine. Students interested in Photography from a Greencastle, PA, High School participated in the rail photography activities. He encouraged other National Directors and Chapters to sponsor a similar Photo Shoot.

Old Business, John Fiorilla, He reported on the status of the ALCO Historic Photo Collection. It is now safe as the City of Schenectady has possession of most of it. He thinks he knows where the missing parts are. The legal issues are nearing the end. He is continuing to work on an issue of a person who claims to be head of the Maine Chapter of NRHS but no such Chapter exists.

New Business, Joe Heffron Chairman Finance Committee, presented an engagement letter for an auditing firm. A motion was passed to approve them. Next Gregg nominated five persons to an Executive Committee. They were approved by the Board. Greg reviewed in detail the status of the new By Laws in the transition phase. RailCamp Expansion, Barry Smith. At their request, he had met with officials of the Nevada Northern RR who are interested in developing a RailCamp in conjunction with NRHS. He toured their facilities in Ely, NV. He presented a proposed letter of agreement with Nevada Northern to the Board. A motion was passed to approve the concept. Greg will ask the Executive Committee to approve the letter after review from legal counsel. There were many questions about specifics of the Camp experience. This was followed by a motion to have both a teen-age and adult camp at the Nevada Northern during the summer of 2006 on an experimental one time basis. The motion was passed.

Budget 2006 Joe Heffron. Joe explained one correction for the distributed budget. A motion was passed to be approved as amended. Announcements and Minutes by E-Mail, Barry Smith. Barry explained the savings possible by reduction of postage and printing expense. He had inquired of attorneys and they approved. There was much discussion about the logistics of the procedure. A motion was passed to try this on an experimental basis.

Pending action after more study. Hal Lewis. The position of AMTRAK Liaison to assist for Chapter Excursions was suggested. NRHS Insurance coverage for Chapters, Tom Diamond. NRHS should investigate the possibility of a blanket insurance policy that would cover Chapter excursions. Cost to be prorated among the Chapters using it.

Convention Reports, Carl Jensen. He introduced George Hickok, Treasurer of the ³Go By Train² 2005 Convention in Portland. George thanked everyone who participated and the National members who attended. There were approximately 1000 persons who purchased event tickets. Then he presented the Society with a check for \$25,000 as the first part of their distribution. Then Carl explained that the Society itself will sponsor the 2006 Convention July 18-22 in New Philadelphia, OH. The Society has also agreed to sponsor the 2007 Convention at a location to be approved by the Executive Committee. Several individuals have been selected to help. The Spring 2006 Board Meeting will be hosted by the Hoosierland Chapter in Indianapolis. The fall 2006 meeting will be held in Huntsville, Alabama.

After a few announcements Bob Terhune gave the benediction and the meeting was adjourned.
 Gerald A. Schuler Northwest Region VP
 National Director PNWC

Oregon Railroad Miles – As of November 2005

Compiled by Arlen Sheldrake and Bob Melbo

RAILROAD	MILES OF TRACK			% STATE MILEAGE	NOTES
	TRACK OWNED OR LEASED	TRackage RIGHTS	TOTAL		
BNSF Railway	230.81	177.07	407.88	9.608%	
Union Pacific Railroad	871.86	204.27	1,076.13	36.294%	
Albany & Eastern Railroad	65.69	2.50	68.19	2.735%	
Central Oregon & Pacific Railroad	383.77	8.36	392.13	15.976%	
City of Astoria Trackage	2.73		2.73	0.114%	Service provided by PNWR.
City of Prineville Railway	18.35		18.35	0.764%	
Hampton Railway	5.20		5.20	0.216%	Service provided by PNWR.
Idaho Northern & Pacific Railroad	20.30		20.30	0.845%	
Klamath Northern Railway	11.00		11.00	0.458%	
Lake County Railroad	15.24		15.24	0.634%	Also operates 39.21 miles in California
Longview Portland & Northern Railway	3.39		3.39	0.141%	Out of Service
Modoc Northern Railroad	18.62	3.05	21.67		Also operates 88.53 miles in California
Mount Hood Railroad	21.13		21.13	0.880%	
Oregon Pacific Railroad	12.68		12.68	0.528%	
Palouse River & Coulee City Railroad	31.60		31.60	1.315%	
Peninsula Terminal Company	1.91		1.91	0.080%	
Portland Terminal Railroad	2.41	2.45	4.86	0.100%	
Port of Tillamook Bay Railroad	83.80	8.50	92.30	3.488%	
Portland & Western Railroad	469.81	48.09	517.90	19.557%	Includes Willamette & Pacific mileage
Wallowa Union Railroad	63.30		63.30	2.635%	
WCTU Railway	12.20		12.20	0.508%	All yard trackage
Willamette Valley Railway	33.41		33.41	1.391%	
Wyoming Colorado RR, Oregon Eastern Div.	23.00		23.00	0.957%	
Total	2,402.21	454.29	2,856.50	100.000%	
Summary					
Class I Railroads	1,102.67			45.902%	
Short Lines	1,299.54			54.098%	
Total	2,402.21			100.000%	

SP Steam in Texas

By Tom Smith

Many of our members are admirers of Southern Pacific steam power, and are more fortunate than fans of many other railroads, since several SP steam locomotives still exist. We are also fortunate that some of these preserved SP steam locomotives have been restored to service. The downside has been that most of these locomotives have seen only sporadic or brief use, which has meant that catching up with them has required time, effort, and with one exception, travel to distant locations.

In Texas a former SP 4-6-0 makes three trips per week over the rails of the Fort Worth & Western Railroad at the head of the *Tarantula Train*, otherwise known as the Grapevine Vintage Railroad. Former SP 2248, a one time member of SP's T-1 class, was built by Cooke in 1896, making her one of the oldest locomotives still in service. Most of the class was extinct by the 1930's, but the 2248 and a few sisters survived when they were assigned to the fire trains that protected the SP snowsheds. SP sold the engine to an individual in 1960, and it was used on the Texas State Railroad before being sold to the FtW&W.

If you are a purist, you may have to swallow hard to get past the fake oil headlight, the brass bands around the domes, the phony cap stack and the nickname "*Puffy*." But if you can get over these indignities, an afternoon on the *Tarantula Train* can be an enjoyable experience, as I discovered during a visit to Texas this past summer.

The train originates at the former Cotton Belt depot in the historic district of Grapevine, just a few miles north of the DFW Airport, and makes an 18 mile run over former Cotton Belt trackage to the Fort Worth Stockyards, which is now a shopping and entertainment complex. The train pulls into the Stockyards, and passengers unload under cover (oh yes, there is a train robbery!). The engine cuts away, takes water from a water tank, and is turned on a turntable, after which it proceeds to the opposite end via a track on the outside of the building and couples onto the train to make a shorter run to the 8th Avenue Yard. Passengers can spend a few hours and many dollars at the Stockyards, or buy another ticket for the *Trinity River Run*, and collect another 5 miles. At the 8th Avenue Yard, the engine runs around the train and pulls it back to the Stockyards tender first, where it again cuts away, and runs around the train for the return trip to Grapevine.

Don't expect to be dazzled by the scenery; the whole trip is through various degrees of urban sprawl. But the little Ten Wheeler covers the trip in under an hour and a half including stops at busy crossings used by the UP and BNSF.

Passengers are carried in open window former Lackawanna MU cars, and there are also two open-sided cars. A snack attendant was kept busy selling iced bottled water. Crews were very friendly and invited me into the engine cab and showed me around the Grapevine shop.

There is another turntable at Grapevine where the engine is turned and then tucked away in its shed where another former SP steam locomotive, Class MK5 2-8-2 #771, is also kept. It had been displayed at Victoria, Texas but was moved to Grapevine for possible rebuilding for service to relieve the 2248. The *Tarantula Train* makes 4 trips each week (Thursday – Sunday) between February and December. The Thursday trip is powered by an FtW&W diesel, but steam is scheduled to run Fridays through Sundays, running up almost 150 miles each weekend. That's a demanding schedule for a 109 year old steam locomotive.

Information can be obtained by calling 817-410-3123 or by visiting www.gvrr.com. A visit in the spring or fall would be a lot more comfortable than the summer!

The Dallas – Ft. Worth area has many other attractions for visiting railfans, including the Age of Steam Museum, the Trinity Railway Express (commuter service 6 days a week over former Rock Island trackage between Dallas and Ft. Worth), and the McKinney Avenue Trolley using vintage trolley cars (two of which are former Dallas cars) along busy McKinney Avenue. A \$4.50 Day Pass will buy all the riding you want on the Trinity Railway Express, as well as Dallas and Ft. Worth buses and light rail. I managed to cover all these attractions on a 3-day weekend, putting less than 200 miles on a rental car. For me, that is a record!

(editors note: Tom is a Chapter member and conductor for UPRR living in Camas Washington. The author added that he really "enjoyed the ride with lots of whistling for a gazillion grade crossings".)

A Ride on the Eagle Cap Excursion Train

By Tom Smith

Union Pacific's former Joseph Branch in northeastern Oregon is the site of an enjoyable rail excursion through ranch lands and scenic river canyons in comfortable passenger equipment. In October my wife and I traveled to Wallowa to take a trip on the Eagle Cap train, operated by the Wallowa Union Railroad.

It is a trip that came close to being available only to hikers or cyclists. In 1993 the UP sold its La Grande to Joseph Branch to the Idaho Northern & Pacific which hauled mostly forest products. Sawmill closures forced the IN&P to cease operations on the eastern 63 miles of track between Elgin and Joseph in 1996. The abandoned rail line was in danger of being ripped up when the counties of Wallowa and Union formed the Wallowa Union Railroad Authority in 2002 to purchase and operate the railroad. A lumber mill at Wallowa provides the shortline with a trickle of freight traffic, which is handed over to the IN&P at Elgin, who in turn transports it to the UP interchange in La Grande.

In common with some other Oregon shortlines, the WURR is attempting to build its revenue by offering passenger excursions aboard a four car train dubbed the Eagle Cap Excursion Train. The rail line is very scenic, following both the Wallowa and Grande Ronde River canyons through many areas otherwise inaccessible. Scheduled runs vary in length, but are offered almost every Saturday from Memorial Day weekend until the end of October. A few runs are also scheduled on Thursdays. All runs depart Wallowa, mostly at 10AM. Although the railroad had previously offered short excursions between Enterprise and Joseph, in 2005 all excursions operated west out of Wallowa into the scenic canyon country.

We chose to go on a Thursday Two Rivers Run, which at 34.7 miles one way is the longest trip offered. The train waiting for us at the Wallowa depot consisted of 3 passenger cars (of GN, IC and ATSF heritage) and a former SP baggage car which contained a power generator, a gift shop, and open doors from which to view the scenery. The WURR acquired the train from the IN&P which apparently had used it on their Thunder Mountain Line excursions in western Idaho before the arrival of their ex-Long Island coaches and FP10 cab units. Before that, the cars had been used by the Cotton Belt Historical Society behind 4-8-4 #819, and still wear the silver and black color scheme of that organization. A former Santa Fe "Cleburne" GP7 provided the motive power.

The three passenger carrying cars are each furnished differently. The former GN coach is furnished with dining tables, the former Santa Fe car (which is a squared off observation car) with lounge seating, and the former IC car is equipped with reclining seats. The cars were clean and well maintained with nice clear windows. Wallowa County has become something of a magnet for retirees, and many have become volunteer hosts on the train, so there was always a friendly face to chat with or answer questions. We joined 73 other passengers, nearly all senior citizens, and there was plenty of room in which to spread out.

The train departed on time at 10Am, and rambled along between 10 and 15 mph. Eagles and deer could be seen, but the train was delayed by a small herd of cows that plodded in front of the train for two miles, ignoring toots from the locomotive horn. A box lunch was served to all passengers. At the siding at Gullig, about 4 miles north of Elgin, the engine ran around the train and we returned to Wallowa at 4:30PM. We drove to Union that afternoon and spent the night at the historic Union Hotel, before returning to Camas the next day. I was surprised to find that the Union Railroad is still mostly intact although covered with weeds and foliage, but no rolling stock visible.

A trip on the Eagle Cap train is well worth taking, and should not be postponed too long since the railroad has already had one near death experience. Information and reservations can be made by calling Alegre Travel in La Grande at 800-323-7330, and they can also help with local motel accommodations. Information also on their excellent Web site: www.eaglecaptrain.com.

(editors note: Tom is a Chapter member and conductor for UPRR living in Camas Washington)

The Trolleys of Curry County, Oregon

By Tom Smith

The following story came from an account in a local history book. Curry County on Oregon's coast has never had a railroad; much less a street railway, but it did have a fleet of trolley cars. As Paul Harvey would say, This is The Rest of the Story.

It was a dark and stormy night. (I always wanted to say that.) The 1430-ton British steamer *Bawnmore* was fighting her way through the rolling Pacific on a voyage from Portland, Oregon and Vancouver Island, BC to Peru with a load of general cargo that included flour, potatoes, canned goods, several hundred gallons of yellow paint, some prize bulls, and "several electric trolley cars." No information was given on the trolley cars, and it isn't known how many there were. Sometime during the night of August 28, 1895, due to weather conditions and a faulty compass, the *Bawnmore* became stranded 700 feet from the shoreline off a beach about 20 miles north of Bandon.

The vessel sounded her whistle which attracted local residents, who together with men from the Bandon Life Saving Station, managed to remove safely the 30 plus crew and passengers aboard the next day. Although the ship suffered little damage, attempts to refloat her were unsuccessful, and she was declared a total loss. A local lumber surveyor purchased the salvage rights from the marine underwriters for \$500, for which he acquired the 6-

year old vessel and cargo insured for over a quarter million dollars. The only hitch was that he had to bring the salvage through 700 feet of pounding surf, and, since there were no railroads in Curry County, once ashore there was no way to get it to a market where it might have commanded a good price. The only market for the salvaged goods turned out to be the few local farmers who could haul the goods, which they purchased for a few cents on the dollar, away. Salvage continued until the wreck broke up in winter storms, and the remaining cargo washed away.

The few visitors who managed to make it to Curry County in the years following often wondered why the hogs were so well fed, the dairy cows were so happy, and the barns were painted bright yellow. Curry County's trolleys found new homes and uses, but probably never carried a human passenger again.

This information extracted from "*Shipwrecks and Rescues on the Northwest Coast*" by Bert and Margie Webber, published by Webb Research Group Publishers, Medford, Oregon.

(editors note: Tom is a Chapter member and conductor for UPRR living in Camas Washington)

PNWC-NRHS, Membership meeting minutes are unavailable

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Inside this Trainmaster, you will find:



Car Host Thanks (page 1)
November Board of Directors
Meeting in San Jose (page 1)
Oregon Railroad Miles (page 4)
SP Steam in Texas (page 5)
A Ride on the Eagle Cap (page 6)
Curry County Trolleys (page 7)

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